

VOYAGE PLAN

SECTION 1 - PILOT TO PILOT

M/V: Z O U R V A	Voy. No.: 01-L	Date: 22/10/2014
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1. General Information

Departure Port	L O O P U . S . A .	Departure Date	
Port of Destination	G O L A U . S . A .	ETA	
Sea Passage Commenced		Sea Passage Ended	
Pre-calculated Distance	286 MLS.	Actual Distance Run	
Estimated duration of Sea Passage	22HRS 53MIN	Actual duration of Sea Passage	
Covering Load Line Zone (1)	SUMMER ZONE	(2)	SUMMER ZONE
Bunkers required for voyage (Including Tank Cleaning, Cargo Heating, etc.)			
F.O./L.S.F.O (met. tones)	HSFO: 0.0 / LSFO: 56.0	Diesel Oil (met.tones)	0.0
DRAFTS / AIR DRAFTS			
Maximum Draft permitted at Departure Port	22.66 mtrs	Maximum Draft permitted at Arrival Port	22.66 mtrs
Air Draft at Departure Port	51.84 mtrs	Air Draft at Arrival Port	51.84 mtrs
Sailing Draft (fwd)	13.86 mtrs	(aft)	13.86 mtrs
Maximum permissible draft during sea passage (fwd)	22.64 mtrs	(aft)	22.64 mtrs
Arrival Draft (fwd)	13.86 mtrs	(aft)	13.86 mtrs
UNDER KEEL CLEARANCE			
Departure Port	mtrs		
During Voyage the minimum U.K.C. will be observed at (Lat.)	28 35.00N	(Long.)	094 15.00W
		U.K.C.	19.94 mtrs
Arrival Port	19.94 mtrs		

2. Voyage Plan Appraisal

	YES	NO	REQUESTED
Required Charts Available	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Required Sailing Directions Available	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Required Lights Lists Available	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Required Notices to Mariners Available	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Other Nautical Publications	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Prepared by 2 nd Officer	PASTORFIDE ARIEL/ Name / Signature
Verified / Acknowledged by Chief Officer	KOUTSIKOS GEORGIOS/ Name / Signature
Acknowledged by 2 nd or 3 rd Officer	BARTOLOME JOVENCIO/ Name / Signature
Acknowledged by 2 nd or 3 rd Officer	CAOILI RONNEL/ Name / Signature
Approved by Master	PAPADOPOULOS P./ Name / Signature

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3. Charts, Nautical & Miscellaneous Publications to be used for the passage

[illegible]

MISCELLANEOUS PUBLICATIONS	
Title	Edition
SHIP ROUTEING	2010
GUIDE TO PORT ENTRY	2013/14
NORRIES NAUTICAL TABLE	2007
BRIDGE PROCEDURES GUIDE	2007
BRIDGE RESOURCE MANAGEMENT	1998
BRIDGE TEAM MANAGEMENT	2004
RAPID SIGHT REDUCTION TABLES FOR NAVIGATION AP 3270/NP303 (VOL.1)	2012
RAPID SIGHT REDUCTION TABLES FOR NAVIGATION AP 3270/NP303 (VOL.2 & 3)	2010

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4. Voyage Planning – Way Points

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5. Danger Points (No-Go Areas)

Chart No.	Position of Danger		How to Avoid
	Latitude	Longitude	
US3GC04M	SAFETY FAIRWAY RECOMMENDED ROUTE BOUND TO LOOP		BOTH SIDES OF RECOMMENDED ROUTE ARE SHADED WITH DASHES AND MARKED AS NO AREAS KEEP THE VESSEL ON COURSE LAY OUT ON THE THE CHART AND CHECK VESSEL POSITION EVERY 5 MINUTES .

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6. Contingency Anchorages

Chart No.	Position		Supporting Information
	Latitude	Longitude	
US5LA41M	28 52.00N	089 55.00W	LOOP ANCHORAGE

7. Aborts & Contingencies

Chart No.	Position		Supporting Information
	Latitude	Longitude	

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8. Other Supporting Information relative to the Passage

Description

GENERAL

- 1) PASSAGE PLAN PREPARED BASE ACCORDING F.I.M CHAPTER 4, **CIRCULAR LETTER NO.46, COMPANY VOYAGE PLANNING, AND BRIDGE TEAM PRACTICAL GUIDE** AS REFERENCE
- 2) CONCLUDING IT IS CRUCIAL TO EMPHASIZE THE IMPORTANCE AND VALUE OF BRIDGE TEAM WORK AS THE ONLY METHOD TO PREVENT ERRORS AND ACCIDENTS
- 3) AN OVERALL ASSESSMENT OF THE INTENDED PASSAGE SHOULD BE MADE, WHEN ALL RELEVANT INFORMATION HAVE BEEN GATHERED BY THE MASTER, IN COOPERATION WITH THE NAVIGATING OFFICER AND THE OTHER DECK OFFICERS, WHO WILL BE INVOLVED (BRIDGE TEAMWORK). THIS ASSESSMENT WILL PROVIDE THE MASTER AND HIS BRIDGE TEAM WITH A CLEAR AND PRECISE INDICATION OF ALL AREAS IN WHICH IT WILL BE POSSIBLE TO NAVIGATE SAFELY TAKING INTO ACCOUNT THE CALCULATED DRAUGHT OF THE SHIP, HER EQUIPMENT AND ANY OTHER CIRCUMSTANCES.
- 4) AFTER THIS A BALANCED JUDGMENT OF THE MARGINS OF SAFETY WHICH MUST BE ALLOWED IN THE VARIOUS SECTIONS OF THE INTENDED PASSAGE CAN BE MADE, AGREED AND UNDERSTOOD BY ALL CONCERNED (BRIDGE TEAMWORK).
- 5) THE NAVIGATION OFFICER HAVING MADE THE FULLEST POSSIBLE APPRAISAL OF ALL AVAILABLE INFORMATION ON BOARD RELATING TO THE INTENDED PASSAGE, THE NAVIGATING OFFICER CAN NOW ACT UPON THE MASTER'S INSTRUCTIONS TO PREPARE A DETAILED VOYAGE PLAN. THE DETAILED PLAN SHOULD EMBRACE THE WHOLE PASSAGE FROM BERTH TO BERTH, AND INCLUDE ALL WATERS WHERE A PILOT WILL BE ON BOARD.
- 6) WHILST AN OCEAN PASSAGE MAY INVOLVE MINIMAL PREPARATION IN TERMS OF COURSES, DISTANCES AND "WAY POINTS", THE NAVIGATION OF COASTAL AND PILOTAGE WATERS REQUIRES CONCENTRATED PREPARATION.
- 7) THE CLOSE AND CONTINUOUS MONITORING OF THE VESSEL'S PROGRESS ALONG THE PREPLANNED ROUTE IS ESSENTIAL FOR THE SAFE CONDUCT OF THE PASSAGE. IF THE OFFICER ON WATCH IS EVER IN ANY DOUBT AS TO THE POSITION OF THE VESSEL OR THE MANNER IN WHICH THE PASSAGE IS PROCEEDING HE SHOULD IMMEDIATELY CALL THE MASTER AND IF NECESSARY, TAKE WHATEVER ACTION HE MAY THINK NECESSARY FOR THE SAFETY OF THE VESSEL.
- 8) THE PERFORMANCE OF NAVIGATIONAL EQUIPMENT SHOULD BE CHECKED PRIOR TO SAILING, PRIOR TO ENTERING RESTRICTED OR HAZARDOUS WATERS AND AT REGULAR AND FREQUENT INTERVALS AT OTHER TIMES THROUGHOUT THE PASSAGE.
- 9) COMPLETED CHECK LISTS NEEDED TO BE COMPLETED DURING VOYAGE MUST BE ATTACHED TO THE ACTIVE "VOYAGE PLAN"
- 10) IT IS UNLIKELY THAT EVERY DETAIL OF A PASSAGE WILL HAVE BEEN ANTICIPATED,
- 11) PARTICULARLY IN PILOTAGE WATER. THIS, IN NO WAY DETRACTS FROM THE REAL VALUE OF THE PLAN, WHICH IS TO MARK OUT IN ADVANCE WHERE THE SHIP MUST NOT GO AND THE PRECAUTIONS WHICH MUST BE TAKEN TO ACHIEVE THAT END.
- 12) PILOTAGE: PROCEDURES LISTED IN FIM CHAPTER 4 SECTION 8 "PILOTING BRIDGE RESOURCE MANAGEMENT" MANUAL AND WATCH POLICY AND PROCEDURES MANUAL ARE STRICTLY FOLLOWED THE PRESENCE OF A PILOT ON BRIDGE IS SOLELY IN ADVISORY CAPACITY AND NEVER RELIEVES THE MASTER OR THE BRIDGE OOW OF RESPONSIBILITY FOR SAFE NAVIGATION OF THE VESSEL. BRIDGE WATCH COMPOSITION MUST COMPLY WITH REQUIREMENTS DESCRIBED IN BRIDGE RESOURCE MANAGEMENT. ALTHOUGH THE PILOT'S PRIMARY DUTY IS TO PROVIDE ACCURATE INFORMATION WITH REGARD TO THE SHIP'S SAFE NAVIGATION, THE RESPONSIBILITY FOR SAFE NAVIGATION AND THE CONN RESTS ALWAYS WITH THE SHIP'S MASTER OR THE OOW WHO MUST MONITOR THE PILOT'S ORDERS AND INTERVENE IF THESE ARE CONSIDERED INCONSISTENT WITH THE RULES OF SAFE NAVIGATION. MONITOR CONTINUOUSLY THE PILOT'S ORDERS AND DIRECTIONS AND ENSURE THAT THEY ARE CONSISTENT WITH THE AGREED PASSAGE PLAN. IF THE BRIDGE TEAM CONSIDERS THAT PILOT'S ORDERS ARE IMPROPER OR ERRONEOUS THEN THE MASTER MUST INTERVENE IN ORDER TO SECURE VESSEL'S SAFETY.

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THE FOLLOWING SHOULD BE MARKED ON THE CHART, WHERE IT ENHANCES SAFE NAVIGATION

- 1) SAFE DISTANCE OFF:
 - A. 10 N.M BALLAST VOYAGE
 - B. 10 N.M CARRYING NON PERSISTING
 - C. 25 N.M CARRYING PERSISTING OIL
- 2) METHODS AND FREQUENCY OF POSITION FIXING;
 - A. WHILE THE SHIP IS OUT OF ANY FIX OBJECTS TARGET, (ISLAND, BEACON ETC.) WE USED THE GPS AS PRIMARY AND CELESTIAL OBSERVATION AS SECONDARY METHODS OF FIXING POSITION AS WEATHER PERMIT.
 - B. ONE (1) HR POSITION FIXING FREQUENCY SHOULD BE FOLLOWED WHEN NAVIGATING IN OPEN SEA.
 - C. AS THE SHIP APPROACH THE COAST THE PRIMARY USE FOR FIXING METHOD WILL BE BY VISUAL OR RADAR BEARING AND DISTANCES. SECONDARY IS THE GPS POSITION.
 - D. DURING ANCHORING FIVE (5) MINUTES INTERVAL OF FIXING TO BE FOLLOWED, WHEN NAVIGATING IN COASTAL WATERS, POSITION FIXING IS 10-15-20- OR 30 MINUTES, DEPENDING OF NO GO AREAS DISTANCE FROM THE SHIP TRACK,
 - E. WITH PILOT ON BOARD BERTHING, UN-BERTHING AND TRANSIT INTO THE STRAIT, FIVE MINUTES OF FIXING POSITION SHOULD BE MAINTAINED.
- 3) NO-GO AREAS: ALL CHARTED DEPTH OF LESS THAN THE SHIP'S DRAUGHT PLUS THE UNDER KEEL CLEARANCE REQUIRED BY THE COMPANY.
 - A. 20% UKC FOR OCEAN PASSAGE, OF THE DEEPEST DRAFT
 - B. 15% UKC FOR THE FAIRWAYS, OF THE DEEPEST DRAFT
 - C. 10% UKC FOR INSIDE PORT AND AT SBM OF THE DEEPEST DRAFT
 - D. CAN NOT BE LESS THAN TWO (2) FEET WHEN NAVIGATING IN CONFINED / RESTRICTED WATERS, NARROW CHANNELS AND INLAND WATER.
 - E. NOT LESS THAN ONE (1) FOOT WHEN ALONGSIDE TERMINALS / PIERS / JETTIES
 - F. WHERE THE VESSEL IS REQUIRED BY OPERATIONAL CONSIDERATIONS TO REDUCE U.K.C BELOW THE VALUES STATED ABOVE (DEPENDING ON THE NAVIGATING CIRCUMSTANCES IT WILL BE A CASE BY CASE STUDY), THE MASTER MUST TAKE FULL ACCOUNT OF THE FACTORS LISTED ABOVE WHICH GOVERN DETERMINATION OF A MINIMUM U.K.C. AND CONSIDER A LESSER UNDER KEEL CLEARANCE
- 4) ALL MANUALLY ENTERED USER CHART DATA MUST BE ENTERED IN RED IN ORDER TO AVOID A MISINTERPRETATION AS ENC/SENC CORRECTION DATA WHICH IS DISPLAYED IN ORANGE.
- 5) **CHART LAYER A** AS A COMPANY STANDARD THE FOLLOWING STATIC INFORMATION FOR A VOYAGE MUST BE ENTERED AND DISPLAYED ON CHART LAYER A TO ENHANCE SAFETY. (REDUNDANT INFORMATION IN ECDIS SHOULD BE AVOIDED)
 - A. FOR EXAMPLE LEADING LIGHTS AND SECTOR LIGHTS):
 - B. PROMINENT NAVIGATION AND RADAR MARKS
 - C. NO GO AREAS
 - D. LANDFALL TARGETS AND LIGHTS
 - E. POSITIONS WHERE THE ECHO SOUNDER SHOULD BE ACTIVATED
 - F. SAFE DISTANCE OFF
 - G. VTS AND REPORTING POINTS ETC.
 - H. OBSTRUCTIONS AND HAZARDS TO NAVIGATION.
 - I. SECA AREAS
 - J. PARALLEL INDEXING
 - K. CLEARING LINES AND BEARINGS
 - L. TRANSITS, HEADING MARKS AND LEADING LINES
 - M. CROSSING AND HIGH DENSITY TRAFFIC AREAS TO BE EXPECTED
 - N. CHANGES IN MACHINERY STATUS
 - O. CONTINGENCY PLAN / EMERGENCY ANCHORAGE
 - P. ABORT POSITIONS
 - Q. CALLING OF MASTER
 - R. CALLING OF ENGINE
 - S. ANY OTHER INFORMATION RELEVANT TO THIS VOYAGE IN GENERAL.

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- 6) **CHART LAYER B:** AS A COMPANY STANDARD THE FOLLOWING DYNAMIC INFORMATION FOR A SINGLE VOYAGE MUST BE MARKED ON CHART LAYER B WHERE IT ENHANCES SAFETY:
- 7) TRADITIONAL FORMS OF POSITION FIXING SHOULD NEVER BE OVERLOOKED OR REPLACED WHEN USING ECDIS; THESE CAN INCLUDE BUT ARE NOT LIMITED TO:
- VISUAL BEARINGS
 - RADAR RANGES AND BEARINGS USING VARIABLE RANGE MARKERS (VRMS) AND ELECTRONIC BEARING LINES
 - (EBL)
 - TRANSIT BEARINGS AND CLEARING RANGES
 - RUNNING FIXES
 - FIXING BY A LINE OF SOUNDINGS
 - HORIZONTAL SEXTANT ANGLES (HSAS)
- 8) **ALARM SETTINGS:**
- SHALLOW WATER:** VALUE MUST BE LESS THAN SAFETY CONTOUR
 - SAFETY CONTOUR:** VALUE SHOULD BE SET AS FOLLOWS: STATIC DRAFT + DYNAMIC DRAFT + VERTICAL CHART INACCURACY
 - SAFETY DEPTH** VALUE SHOULD BE SET AS FOLLOWS: SAFETY CONTOUR VALUE PLUS 10% DEPENDING ON THE NAVIGATIONAL AREA AND THE REVEILING CONDITIONS THE MASTER IS REQUIRED TO SPECIFY THE ALARM SETTINGS TO ALL NAVIGATORS.
 - DEEP WATER:** VALUE MUST EXCEED THE SAFETY CONTOUR
- 9) **SAFETY FRAME:** THE SAFETY FRAME VALUE HAS TO BE CHANGED IN ACCORDANCE TO THE SEA AREA OF THE VESSEL. IN ORDER TO AVOID ALARM FATIGUE AND ASSURE AN EARLY WARNING THE VALUES HAVE TO BE ADOPTED DYNAMICALLY DEPENDING ON THE SEA AREA.
- HARBOUR AREA:** 0.01 NM ON BOTH SIDES, 1 MINUTE AHEAD
 - NARROW CHANNEL:** 0.05 NM ON BOTH SIDES
 - APPROACH AREA:** 0.1 NM ON BOTH SIDES
 - OPEN OCEAN:** 1 NM ON BOTH SIDES
- 10) **LOOK AHEAD VECTOR:** MUST ALWAYS BE SET AS FOLLOWS
- HARBOUR AREA:**, 1 MINUTE AHEAD
 - NARROW CHANNEL:** 3 MINUTES AHEAD
 - APPROACH AREA:** 6 MINUTES AHEAD
 - OPEN OCEAN:** 18 MINUTES AHEAD

VOYAGE ALARM SETTINGS	
SHALLOW WATER	14.0 MTRS.
SAFETY CONTOUR	15.0 MTRS.
SAFETY DEPTH	17.0 MTRS.
DEEP WATER	18.0 MTRS.

LOOP

LOCATION: LOUISIANA OFFSHORE OIL PORT IS DEEP WATER PORT DESIGNED FOR UNLOADING CRUDE OIL CARGOES FROM DEEP DRAFT TANKERS. THE TERMINAL LOCATED IN OPEN WATERS OF THE GULF OF MEXICO APROXIMATELY 18 N.M FROM OFFSHORE

WEATHER: LOOP MARINE TERMINAL IS LOCATED IN A SEMI-TROPICAL ZONE. AVERAGE SUMMER TEMPERATURE IS 29C AND AVERAGE WINTER TEMPERATURE IS 14C. THUNDERSTORMS IN SUMMER AND COLD FRONTS IN WINTER DEVELOPED QUICKLY AND CAN BE QUITE SEVERE WITH STORM WINDS DEVELOPING FOR SHORT PERIODS. THE TERMINAL IS IN A HURRICANE ZONE AND ALLTHOUGH SUCH STORMS ARE AN INFREQUENT OCCURRENCE AT THE PORT THE AREA IS OFTEN AFFECTED ADVERSELY BETWEEN THE MONTH OF JUNE AND NOVEMBER BY HURRICANES PASSING EAST OR WEST. POOR VISIBILITY OCCURS MOST OFTEN IN JANUARY WHEN VISIBILITY OF TWO NAUTICAL MILES OR LESS OCCURS TWO PERCENT OF THE TIME. LOOP ALSO HAVE WEATHER AND SEA MONITORING EQUIPMENT AND RECEIVE NOAA WEATHER ADVISORIES AND UPON REQUEST WEATHER INFORMATION WILL BE TRANSMITED TO TANKERS IN VICINITY

PRE ARRIVAL INFORMATIONS: TWO RADAR SURVEILLANCE SYSTEM S&X BAND ARE INSTALLED AT THE MARINE TERMINAL. THE SYSTEM PROVIDE COVERAGE FROM THE PLATFORM COMPLEX TO A RANGE 27 NM. INCOMING TANKER MAKES RADIO CONTACT "LOOP RADAR" ON THE VHF CH. 74 ABOUT 20NM FROM THE SAFETY ZONE THE TRAFIC CONTROLLER WILL ADVISE OF THE LOCATION OF NAVIGATIONAL HAZARDS AND ALL OTHER INFORMATIONS. THIS VHF CH SHOULD BE USE FOR COMUNICATION BY TERMINAL UNTILL MOORING MASTER BOARD THE VESSEL

APPROACHES SAFETY FAIRWAY: THE LOOP SAFETY FAIRWAY HAS NO MARKER BUOY AND LESSEN TO CHANCE OF ACCIDEND SHIPS ENTER AND LEAVE UNITED STATES GULF COAST PORTS . THE FAIRWAY ARE 2.0 NM WIDE.

ANCHORAGE: THE DESIGNATED ANCHORAGE SECTION OF THE SAFETY ZONE IS A 2 NM WIDE AREA BEGINNING AT SAFETY ZONE BUOY No.2 AND EXTENDING 4 NM ALONG AND NEXT TO THE EASTWARD BOUNDARY OF THE SAFETY ZONE BUOYS L-B AND L-A MARK THE CORNERS

MAX DRAFT: THE MAXIMUM DRAFT IN SPM No.102 AND 104 IS 35.1 MTRS AND IN SPM No.103 IS 35.7 MTRS DURING GOOD WEATHER THE MINIMUM UNDER KEEL CLEARANCE IS 2.9 MTRS. DURING BAD WEATHER THE MINIMUM UNDER KEEL CLEARANCE INCREASED TO 4.7 MTRS

TIDAL RANGE AND STREAM: CURRENTS TAKE A GENERALLY WESTERLY DIRECTION 75% OF THE TIME. AVERAGE CURRENT SPEED IS 0.72 KNOTS, BUT 3% OF THE TIME THE CURRENT CAN REACH A SPEED OF 2 KNOTS OR MORE.

TUGS: TWO LAUNCHES ARE OPERATED BY LOOP FOR THE ASSISTING AND MOORING OPERATIONS. EACH BOAT IS 26 MTRS LENGTH, MAX SPEED 10 KNTS, AND BOLLARD PULL 3629 KG.

COMMUNICATION:

- 1) LOOP VTS VHF CH. 16, 10, 74
- 2) PILOTS VHF CH. 16, 10, 74
- 3) TERMINAL: VHF CH. 16, 10, 74
- 4) FOR FURTHER INFORMATIONS SEE ADMIRALTY LIST OF RADIO SIGNALS VOL. 6(5)

TIME ZONE:

LOOP, NEW ORLEANS UTC - 5 HRS

NAVTEX STATION:

- A) MIAMI (A)
B) NEW ORLEANS (G)

WEATHER FACSIMILE STATION:

- A) NEW ORLEANS
B) BOSTON (NMF)

NAV/METAREAS:

- A) USA IV

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GALVESTON OFFSHORE LIGHTERING AREA

LOCATION LIGHTERING AREA: DESIGNATED LIGHTERING AREA BY U.S COAST GUARD BOUNDED BY THE FOLLOWING POSITIONS: 28 30.0N/092 38.0W, 28 44.0N/09324.0W, 28 33.0N/094 00.0W, 28 18.0N/094 00.0W, 28 18.0N/092 38.0W LIGHTERING RENDEZVOUS POSITION IS LAT= 28 35.0N LONG= 094 15.0W

WEATHER: OVER THE S TROPICAL HALF OF THE AREA MODERATE TO FRESH E TO NE TRADE WINDS PREVAIL AT SEA FOR MOST OF THE YEAR. TO THE N THE WINDS ARE MORE VARIABLE BUT, IN SUMMER, THE WINDS ARE MAINLY LIGHT TO MODERATE FROM BETWEEN E AND S. IN WINTER, OCCASIONAL GALE FORCE WINDS MAY AFFECT THE REGION BUT PARTICULARLY IN THE NW AND THE EXTREME SE OF THE AREA. THERE IS MUCH CLEAR AND SUNNY WEATHER OVER THE WHOLE OF THE SEA AREA. TO THE S, THE WET SEASON LAST FROM MAY TO DECEMBER WITH FREQUENT HEAVY RAIN AND THUNDERSTORMS. IN THE N, THE AUTUMM AND WINTER MONTHS ARE GENERALLY THE DRIEST BUT WITH MORE CLOUDY PERIODS. THE HURRICANE SEASON NORMALLY LAST FROM JUNE TO NOVEMBER WITH THE MAJORITY OF TROPICAL STORMS MOVING INTO THE AREA FROM THE E, THEN VEERING N OR NE. OVER THE AREA HURRICANE ARE RARE TO THE S OF 12 deg N AND WITH ONLY FEW, IN ANY SEASON, EVER REACHING THE W COAST OF GULF OF MEXICO. THE WHOLE OF THE AREA ARE IS GENERALLY WARM OR HOT ALTHOUGH FROST AND SNOW CAN OCCUR AT TIMES ALONG THE N COAST OF GULF OF MEXICO, WHEN SEVERE WINTRY WEATHER MOVES S DUE TO THE INTENSIFICATION OF THE NORTH AMERICAN ANTICYCLONE

THE HURRICANE SEASON: NORMALLY LAST FROM JUNE TO NOVEMBER WITH THE MAJORITY OF TROPICAL STORMS MOVING INTO THE AREA FROM THE E, THEN VEERING N OR NE. OVER THE AREA HURRICANE ARE RARE TO THE S OF 12 deg N AND WITH ONLY FEW, IN ANY SEASON, EVER REACHING THE W COAST OF GULF OF MEXICO. THE WHOLE OF THE AREA ARE IS GENERALLY WARM OR HOT ALTHOUGH FROST AND SNOW CAN OCCUR AT TIMES ALONG THE N COAST OF GULF OF MEXICO, WHEN SEVERE WINTRY WEATHER MOVES S DUE TO THE INTENSIFICATION OF THE NORTH AMERICAN ANTICYCLONE

SEA AND SWELL: MOUNTAINOUS AND CONFUSED SEAS ARE RAISED BY THE VIOLENT WINDS ASSOCIATED WITH TOPICAL STORMS AND HURRICANES. NEAR THE CENTRE OF A STORM, GROUPS OF LARGE WAVES MOVING IN DIFFERENT DIRECTIONS, CREATE VERY IRREGULAR WAVE HEIGHTS AND CAN COMBINE TOGETHER TO FORM EXCEPTIONALLY HIGH WAVES. WAVES TRAVEL RADIALLY OUTWARDS FROM THE CENTRE AS WELL WAVES, AND WITH THE HIGHEST SWELL MOVING AHEAD OF THE STORM AND ROUGHLY IN THE SAME DIRECTION AS THE STORM. LONG PERIOD SWELL MY INDICATE THE APPROACH OF A TROPICAL STORM, AND WITH INCREASING HEIGHT AS THE STORM NEARS THE AREAS. WHEN THE STORM APPROACHES A COASTLINE, HIGH TIDES MAY OCCUR, OWING TO THE ADDITION OF THE HEAVY SWELL AND LATER THE VERY HIGH SEAS. THESE TIDES MAY CAUSE SEVERE FLOODING IN LOW-LYING AREAS. IN EXTREME CASES, AN EXCEPTIONALLY HUGE WAVE, SOME 6 TO 7 m HIGH, MAY PRECEDE THE STORM CENTRE WITH CATASTROPHIC CONSEQUENCES.

TIDAL RANGE AND STREAM: THE BEHAVIOUR OF THE TIDES IS REFLECTED IN THAT OF THE TIDAL STREAM. THEY ARE, IN GENERAL, VERY WEAK THROUGHOUT THE AREA AND ARE SUBJECT TO CONSIDERABLE DIURNAL INEQUALITY. IN MANY PLACES, WHEN THE MOON'S DECLINATION IS HIGH, N OR S, THERE IS ONLY ONE TIDAL STREAM EACH WAY IN THE DAY, WHICH RUNS FOR ABOUT 12 HOURS CONTINUALLY IN THE ONE DIRECTION BEFORE TURNING TO THE OTHER DIRECTION. AS GENERAL RULE, THE TIDAL STREAMS OFFSHORE SET TO THE N AND W ON THE RISING TIDE AND VICE-VERSA ON THE FALLING TIDE, THOUGH NEIGHBOURING COAST WILL GREATLY MODIFY THE DIRECTION IN ANY PARTICULAR LOCALITY.

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GALVESTON OFFSHORE LIGHTERING AREA

LIGHTERING PROCEDURES: THE MOORING MASTER WILL CONTACT YOU ON VHF CHANNEL 16. (PLEASE MONITOR CLOSELY). PRIOR TO THE COMMENCEMENT OF THE LIGHTERING OPERATIONS, THE MOORING MASTER OR MOORING MASTER ASSISTANT (IF AVAILABLE) MAY BOARD YOUR VESSEL ON ARRIVAL TO COMPLETE THE SAFETY CHECK LISTS, AND AGREE UPON MOORING, CARGO TRANSFER AND COMMUNICATION PROCEDURES. THE MOORING MASTER AND HIS ASSISTANT ARE AUTHORIZED TO TERMINATE THE TRANSFER OPERATION IMMEDIATELY IF NECESSARY. THE MASTER OF EACH VESSEL ALWAYS REMAINS IN COMMAND OF, AND RESPONSIBLE FOR HIS VESSEL. THE MOORING MASTER ASSISTANT (MMA), WHEN AVAILABLE, IS PLACED ON BOARD TO ENSURE THAT ALL OPERATIONS DIRECTED BY THE MOORING MASTER (MM) TAKE PLACE SAFELY, EFFICIENTLY AND WITH MINIMUM RISK TO THE CREW, VESSEL AND EQUIPMENT AND TO ENHANCE COMMUNICATION BETWEEN YOUR VESSEL AND THE SERVICE VESSEL. THE MMA WILL DIRECT AND ADVISE OPERATIONS ON THE STBL SUCH AS FENDERING, MOORING, HOSE HANDLING-CONNECTION AND DISCONNECTION, AND UNMOORING. PLEASE ADVISE YOUR OFFICERS AND CREW THAT THE INSTRUCTIONS GIVEN BY EITHER THE MM AND OR MMA ARE TO BE FOLLOWED, ALWAYS CONSISTENT WITH THE SAFE OPERATION OF YOUR VESSEL. SAFE OPERATIONS ARE PARAMOUNT AND ANY CONCERNS SHOULD BE IMMEDIATELY ADDRESSED WITH THE MM. THE SERVICE SHIP WILL BE MOORED TO YOUR VESSEL'S STARBOARD SIDE. HAVE YOUR STARBOARD HOSE HANDLING DERRICK HOISTED. HAVE YOUR MANIFOLD READY FOR CONNECTING 2 X 12 INCH HOSES, WHICH WILL BE SUSPENDED BY YOUR VESSEL'S RIG. THESE YOKOHAMA HOSES HAVE A FACTORY WARRANTED FLOW RATE OF APPROX 30,000 BPH PER HOSE FOR A TOTAL TRANSFER RATE OF 60,000 BPH. FOUR YOKOHAMA FENDERS WILL BE RIGGED, EITHER ON THE SERVICE VESSEL'S PORT SIDE, OR ON YOUR VESSEL'S STARBOARD SIDE. TWO BABY FENDERS, ONE ON THE PORT BOW AND ONE ON THE PORT QUARTER OF THE SERVICE VESSEL WILL BE RIGGED FOR ADDITIONAL PROTECTION DURING MOORING AND UNMOORING. THE MOORING WILL BE CARRIED OUT UNDERWAY, THEREFORE KEEP CLOSE ATTENTION TO ORDERS REGARDING SPEED AND COURSE FOR YOUR VESSEL. THE CARGO WILL BE TRANSFERRED WHILE AT ANCHOR, UNDERWAY OR WHILE DRIFTING, SUBJECT TO WEATHER CONDITIONS. "IF THERE ARE MULTIPLE LIFTS AND THE FENDERS ARE SECURED TO YOUR VESSEL, THERE WILL BE OCCASIONS WHEN YOU ARE REQUIRED TO STEAM BACK TO EITHER THE LIGHTERING POSITION OR ANOTHER AGREED RENDEZVOUS POSITION. DURING THIS TIME, THE SPEED OF YOUR VESSEL IS NOT TO EXCEED 6.0 KNOTS SO AS NOT TO PLACE EXCESSIVE STRAIN ON THE FORWARD WIRE, SAFETY WIRE AND CONNECTING WIRES OF THE FENDER STRING." IF, AT ANY TIME DURING LIGHTERING OPERATIONS YOU SHOULD REQUIRE URGENT ATTENTION TO A TELEX MESSAGE, PLEASE ADD THE WORDING - URGENT - URGENT - URGENT TO THE BEGINNING OF YOUR MESSAGE, SO THAT IT IMMEDIATELY MAY BE FORWARDED TO THE RESPONSIBLE OPERATIONS PERSONNEL.

TIME ZONE

GALVESTON UTC - 5 HRS

NAVTEX STATION:

- A) MIAMI (A)
B) NEW ORLEANS (G)

WEATHER FACSIMILE STATION:

- A) NEW ORLEANS
B) BOSTON (NMF)

NAV/METAREAS:

- A) USA IV

Note: When passing straits (e.g. Gibraltar, Bosphorus) the currents (set and rate) have to be calculated.

PASTORFIDE ARIEL

2nd Officer

Name / Signature

PAPADOPOULOS P.

Master

Check Lists
Issued by: S & Q Dept.
Checklist: SQ/09

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